

DOCKET FILE

EX PARTE OR LATE FILED

Stamford Yellow Cab, Inc.

7 Monroe Street
P.O. Box 701 • Norwalk, CT 06852

Taxi Service • 967-3633
Business Office • 866-2542

DOCKET FILE COPY ORIGINAL

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NOV 15 1993

MAIL BRANCH

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NOV 15 1993

MAIL BRANCH

November 11, 1993

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Ladies and Gentlemen:

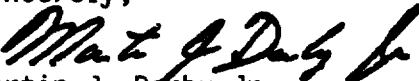
I am writing to stress how important it is that my busy taxi company and others like it not be required to share channels with incompatible users.

There is no way that an active company can share its paired channels with single-channel Business Radio users. The resulting confusion and interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services, please make sure that we are grouped with other Land Transportation users so as to minimize the inconvenience.

Five copies of this letter are included for the Commissioners and the Docket file.

Sincerely,


Martin J. Darby Jr.
President

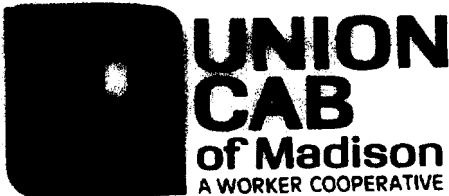
cc:All Commissioners

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NOV 15 1993

FCC MAIL ROOM



P.O. Box 3513 Madison, Wisconsin 53704-0513
Telephone: 608/242-2000 Fax 242-2009

November 9, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

RE: PR Docket No. 92-235

Dear M.r Caton:

This letter is written in connection with the FCC's consideration of various proposals to consolidate private radio services. In particular I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

I would like to give you a little background on Union Cab of Madison Cooperative, Inc. We are a worker owned and operated, and its division, Union Transit, is a privately held, for profit corporation organized under Chapter #185, Wisconsin Statutes. The corporation has 168 member/employees and is located at 2458 Pennsylvania Ave. We are Madison's largest taxicab operation, and the third largest in the state of Wisconsin. We are the largest diversified taxi company in the state. Union Cab transported its first passenger on October 29, 1979. We also offer parcel delivery service, airline limousine service, and group charter service. Our 54 taxis provide individual transportation services to over half of a million passengers a year. Union Transit, a division of Union Cab has a total of 21 vehicles, 13 of which are wheelchair lift equipped. Union Transit first began service July of 1991, and presently provides over 60,000 individual trips per year to the Madison community.

By way of background, Union Cab is a licensee in the Taxicab Radio Service. Union Cab provides an important service in the nature of a public utility. Interference-free radio communications are essential to timely and efficient delivery of our public transportation service. Due to the differences in the way taxi and general business operators utilizes radio, any requirement that the two groups share frequencies is a prescription for interference and costly inefficiencies.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

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Page 2

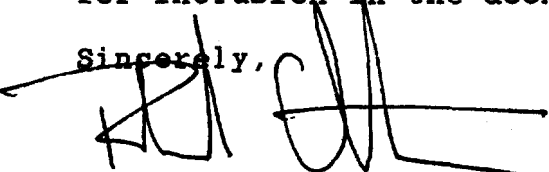
For these reasons I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

Lastly, I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again, user compatibility would be lost without any material gains. If the Taxicab

Radio Service is to be consolidate with anyone, it should be with other compatible users in a Land Transportation pool.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,



Richard Christensen
General Manager

cc: All Commissioners

Yellow Cab Co. of Newport, Inc.

DOCKET FILE COPY ORIGINAL

629 York Street
P.O. Box 541
Newport, KY 41071
(606) 261-2200

November 8, 1993

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NOV 15 1993

FCC MAIL ROOM

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Mr. Caton:

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By way of background, my company is a licensee in the Taxicab Radio Service. My company provides an important service in the nature of a public utility. Interference-free radio communications are essential to timely and efficient delivery of our public transportation service. Due to the differences in the way taxi and general business operators utilizes radio, any requirement that the two groups share frequencies is a prescription for interference and costly inefficiencies.

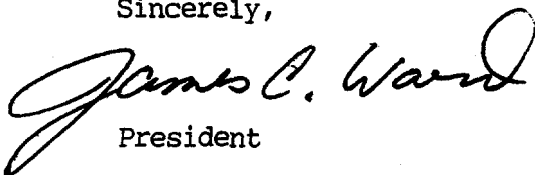
Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

Lastly, I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again, user compatibility would be lost without any material gains. If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,


President

cc: All Commissioners

BRENTWOOD TRANSPORTATION CO.

EX PARTE OR LATE FILED
DOCKET FILE COPY ORIGINAL

POST OFFICE BOX 219
BURLINGTON, MA. 01803
(617) 229-0000

November 8, 1993

RECEIVED

NOV 15 1993

FCC - MAIL ROOM

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

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This letter is written in connection with the FCC's consideration of various proposals to consolidate private radio services. In particular I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

By way of background, my company is a licensee in the Taxicab Radio Service. My company provides an important service in the nature of a public utility. Interference-free radio communications are essential to timely and efficient delivery of our public transportation service. Due to the differences in the way taxi and general business operators utilizes radio, any requirement that the two groups share frequencies is a prescription for interference and costly inefficiencies.

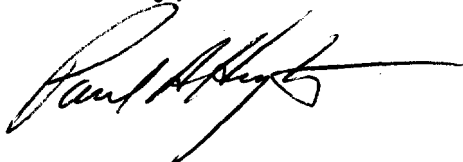
Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

Lastly I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without any material gains. If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,



[REDACTED]
Dalton Leasing Inc.
d/b/a Dalton Taxicab
100 South Easterling Street
Dalton, Georgia 30721-3234

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NOV 15 1993

FCC - MAIL ROOM

DOCKET FILE COPY ORIGINAL

November 9, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Mr. Caton:

This letter is written in connection with the FCC's consideration of various proposals to consolidate private radio services. In particular I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

By way of background, my company is a licensee in the Taxicab Radio Service. My company provides an important service in the nature of a public utility. Interference-free radio communications are essential to timely and efficient delivery of our public transportation service. Due to the differences in the way taxi and general business operators utilizes radio, any requirement that the two groups share frequencies is a prescription for interference and costly inefficiencies.

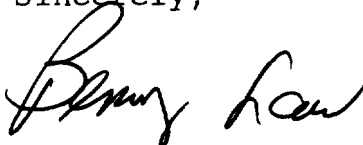
Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

Lastly I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without material gains. If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,



Benny Law, Pres.

cc: All Commissioners

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NOV 15 1993

FCC - MAIL ROOM

DOCKET FILE COPY ORIGINAL

BLACK AND WHITE CABS

November 8, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M. Street N.W.
Room 222
Washington, D.C. 20554

RE: PR Docket No. 92-235

Dear Mr. Caton:

I am writing to express my strong opposition to the notion advanced that the Taxicab Radio Service be consolidated with Business Radio users.

My company provides an important service in the nature of a public utility with over 10,000 transmissions a week between company and drivers.

Interference-free radio communications are essential to timely and efficient delivery of our public transportation service.

Any requirement that the Taxicab Radio Service and Business Radio Users share frequencies is a prescription for interference and costly inefficiencies.

Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

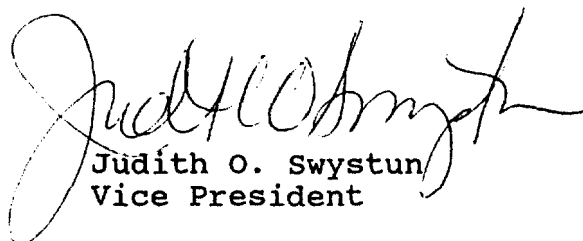
For these reasons, I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

Lastly I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without any material gain.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,

A handwritten signature in cursive script, appearing to read "Judith O. Swystun".

Judith O. Swystun
Vice President

cc: All Commissioners

DOCKET

COPY ORIGINAL

EX PARTE OR LATE FILED

Yellow Cab Co.SM
of Sacramento

900 RICHARDS BOULEVARD • SACRAMENTO CA. 95814
BUSINESS OFFICE (916) 442-4696 • FAX (916) 442-1962

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NOV 15 1993

FCC - MAIL ROOM

November 9, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Mr. Caton:

The Federal Communications Commission is considering several proposals to consolidate private radio services. The Yellow Cab Co. of Sacramento is strongly opposed to any concept that would consolidate Taxicab Radio Service with Business Radio users.

The Yellow Cab Co. of Sacramento has been a licensee in the Taxicab Radio Service for many decades. We consider ourselves a public utility that provides a flexible, affordable and much needed service to the Sacramento community. General business operators and taxicab operators sharing frequencies is a prescription for calamity. It will be inefficient and costly.

More importantly, any requirement that the two groups share frequencies will jeopardize the safety of taxi drivers who are 21 more times likely to be murdered on the job than the average worker.

The Yellow Cab Co. of Sacramento has been providing taxicab services to Sacramento since 1917. My family has been in the taxicab business since 1937 and we urge you to avoid consolidation of Taxicab and Business Radio services like you would avoid the plague.

Additionally I urge the Commission to avoid merging all 19 Radio Services into 3 or 4 catch all pools. User compatibility would be lost with nothing good in return. If you even consider consolidation of any kind, I urge the Commission to consolidate Taxicab Companies with compatible users in a Land Transportation pool.

Five copies of this letter are being furnished for the commissioners and for inclusion in the docket of this proceeding.

Sincerely,

Frederick Pleines Jr.
President

cc: All Commissioners

EX PARTE OR LATE FILED

YELLOW CAB COMPANY OF LOUISVILLE

P.O. BOX 2107 • LOUISVILLE, KENTUCKY 40201
502-637-6511

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November 9, 1993

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NOV-15 1993

FCC MAIL ROOM

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

RE: PR Docket No. 92-235

Dear Mr. Secretary:

I am one of the owners of Yellow Cab Co. of Louisville and we are one of the licensees of your commission.

It's my understanding that it has been suggested that the Taxicab Radio Service in which we are a licensee should be consolidated with Business Radio users or in some broad pool made up of widely diversified user groups.

I am strongly opposed to this type of consolidation. I frankly don't believe there is a need for any consolidation because the existing coordination system is working very well and as a result we are able to both service the public for their transportation needs and have proper communications with our drivers.

Under no circumstances should Taxicab Radio users be consolidated with Business Radio users in a broad pool. If there must be some consolidation, at least consolidate the Taxicab Radio Service with other compatible groups in a Land Transportation Pool.

Copies of this letter are enclosed for the commissioners and the docket file.

Very truly yours,

Donald G. McClinton

Donald G. McClinton
President

DGM/bjv

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DOCKET FILE COPY DUPLICATE

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NOV 15 1993

FCC - MAIL ROOM

Yellow Cab of San Diego, Inc.

639 Thirteenth Street
San Diego, California 92101
(619) 239-8061

November 10, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
191 M Street N.W.
Room 222,
Washington, D.C. 20554

RE: PR Docket No. 92-235

Dear Mr. Secretary:

Yellow Cab of San Diego, Inc. is the largest taxicab operator in the greater San Diego area and a licensee of your Commission.

I have been informed that the Commission is considering a proposal for consolidating the Taxicab Radio Service with Business Radio users or some other broad pool of user groups. I want to express my strong opposition to such an idea. Over 85% of all requests for service to our company must be radio dispatched. Any changes to the coordination system will, in my opinion, have a major negative impact on our company and our ability to properly serve the public.

Secondly, any interference with our radio transmissions will have life-threatening consequences for taxicab drivers. According to an alert dated September 1993 published by the U.S. Department of Health and Human Services, Centers for Disease Control and Prevention, National Institute for Occupational Safety and Health (NIOSH), entitled "Request for Assistance in Preventing Homicide in the Workplace", page 3 states in part, "...Taxicab establishments had the highest rate of occupational homicide--nearly 40 times the national average and more than three times the rate of liquor stores, which had the next highest rate." It is my opinion that clear and unencumbered radio transmissions are essential to driver safety.

Mr. William F. Caton
November 10, 1993
Page 2

The existing coordination system works very well and requires no changes. However, should the Commission find it necessary to consolidate licenses into some sort of pool, I would strongly urge that the Taxicab Radio Service be consolidated with other compatible groups in a Land Transportation pool.

I have taken the liberty of enclosing five copies of this letter for the Commissioners and the docket file.

Sincerely,

A handwritten signature in cursive script, appearing to read "Anthony M. Palmeri".

Anthony M. Palmeri
Vice-president and General Manager

enc.

EX PARTE OR LATE FILED

DOCKET FILE COPY ORIGINAL



Community
Cab

20
May Street
Elsmere, Kentucky
41018

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NOV 15 1993

FCC - MAIL ROOM

November 9, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M. St. N.W.
Romm 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Mr. Secretary :

I am the operator of ataxicab system and a licensee of your
Commission.

I understand that some have suggested that the Taxicab Radio
Service should be consolidated with Business Radio users or
in some broad pool consisting of a wide diversity of users
groups.

I want to express my strong opposition to such an idea.

I see no reason for consolidation mainly because the system
we now have works. Why does someone need to disrupt our service?

If you need any further input ,please call me or contact me.

Sincerely,


Thomas Nicolaus

Community Cab, Inc.

No. of Copies rec'd 1 Orig
List A B C D E

Member of:



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FCC - MAIL ROOM

EX PARTE OR LATE FILED

MAYFLOWER
CONTRACT SERVICES

Mayflower Contract Services, Inc.
4780 Library Road
P.O. Box 215
Bethel Park, Pennsylvania 15102
(412) 833-3300

November 8, 1993

Mr. William F. Canton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

Dear Mr. Canton:

I am writing to express my opposition to the FCC's consideration of various proposals to consolidate private radio service. Specifically, I am strongly against the consolidation of the Taxicabs Radio Service with Business Radio users.

As a Taxicab Radio Service and a Public Utility provider, interference free radio communications are essential to the timely and efficient delivery of our public transportation service. General business operators utilize radio systems in a different fashion in comparison to taxi operators. These differences will cause significant interference and costly inefficiencies. They will also jeopardize the safety of taxi drivers who are twenty-one times more likely to be murdered on the job than the average worker.

The consolidation of the Taxicab and Business Radio Services, for the above reasons, should be avoided.

Also, please do not consolidate all nineteen Radio Services into three or four broad catch all pools. Again, safety concerns and costly inefficiencies will abound. If any consolidation is to take place, the Taxicab Radio Service is most compatible with users in a Land Transportation pool.

I have enclosed five copies of this letter for the commissioners and for inclusion in the docket of this proceeding.

I greatly appreciate your consideration.

Sincerely,

Beverly A. Edwards
Beverly A. Edwards
Sr. Operations Manager

cc. All Commissioners





Limousine Service
at Taxicab Prices

DOCKET FILE COPY ORIGINAL

TWR Express Inc.

Customer Service (718) 472-5450 Bookkeeping (718) 472-5659 Fax (718) 472-5551

38-30 Crescent Street - Long Island City, NY 11101

November 9, 1993

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NOV 15 1993

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

FCC - MAIL ROOM

RE: PR Docket No. 92-235

Ladies and Gentlemen:

I am writing this letter to stress how important it is that my taxi company and others like it not be required to share channels with compatible users.

In particular there is no way that an active taxi company can share its paired channels with simples (single-channel) Business Radio users. The resulting interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services, please make sure that we are at least grouped with other Land Transportation users.

Five copies of this letter are included for the Commissioners and the docket file.

Sincerely,

Nick Zarbanelian
(General Manager)

cc: All Commissioners

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DOCKET FILE COPY ORIGINAL

EX PARTE OR LATE FILED

Transportation Plus Inc.
100 South Easterling Street
Dalton, Georgia 30721-3234

November 9, 1993

Mr. William F. Caton
Acting Secretary
Federal Communications Commission
1919 M Street N.W.
Room 222
Washington, D.C. 20554

Re: PR Docket No. 92-235

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(NOV 15 1993)
FCC - MAIL ROOM

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Perhaps even more important, any requirement that the two groups share frequencies could jeopardize the safety of taxi drivers who are 21 times more likely to be murdered on the job than the average worker.

For these reasons I urge you to avoid any consolidation of the Taxicab and Business Radio Services.

Lastly I also urge you to avoid any consolidation which would merge all 19 Radio Services into three or four broad catch-all pools. Here again user compatibility would be lost without material gains. If the Taxicab Radio Service is to be consolidated with anyone, it should be with other compatible users in a Land Transportation pool.

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Sincerely,



Benny Law, Pres.

cc: All Commissioners

DOCKET FILE COPY ORIGINAL
DOCKET FILE COPY

Darien Yellow Cab, Inc.
Squab Lane
P.O. Box 15 • Darien, CT 06820
Taxi Service • 655-8779
Business Office • 866-2542

EX PARTE OR LATE FILED

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NOV 11 1993
MAIL BRANCH

November 11, 1993

Federal Communications Commission
1919 M Street, N.W.
Washington, D.C. 20554

Re: PR Docket No. 92-235

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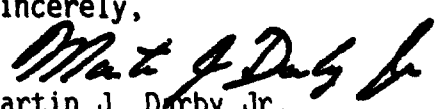
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There is no way that an active company can share its paired channels with single-channel Business Radio users. The resulting confusion and interference will not only jeopardize the efficiency of my business, but also the safety of my drivers.

If you must consolidate private radio services, please make sure that we are grouped with other Land Transportation users so as to minimize the inconvenience.

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Sincerely,


Martin J. Darby Jr.
President

cc:All Commissioners

EX PARTE OR LATE FILED

Darien Yellow Cab, Inc.

Squab Lane

P.O. Box 15 • Darien, CT 06820

Taxi Service • 655-8779

Business Office • 866-2542

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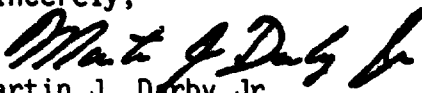
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Martin J. Darby Jr.
President

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